

**Amendments to the Claims:**

The listing of the claims will replace all prior versions and listings of the claims in this application.

**Listing of the claims:**

1. (Cancelled)
2. (Cancelled)
- 3.(Currently Amended) The drum-in-hat park brake assembly of claim [2] 17, wherein the compression spring comprises a plurality of aligned domed washers.
4. (Cancelled)
- 5.(Currently Amended) The drum-in-hat park brake assembly of claim [4] 17, wherein said ~~yieldable member~~ compression spring comprises a plurality of aligned Belleville washers.
6. (Cancelled)
7. (Cancelled)
- 8.(Cancelled)
- 9.(Cancelled)
- 10.(Cancelled)
- 11.(Cancelled)
12. (Cancelled)
- 13.(Currently Amended) The braking force limiting brake adjuster of claim [12] 19, wherein said spring bias coupling comprises a normally extended spring biased telescopic portion that is compressible along an axis upon a braking force exceeding a prescribed value to reduce the separation between the brake shoe opposite ends and thereby minimize a further increase in braking force.
- 14.(Original) The braking force limiting brake adjuster of claim 13, further comprising a plurality of aligned domed washers for providing the spring bias.
- 15.(Cancelled)

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16. (Currently Amended) The braking force limiting brake adjuster of claim [15] 19, further comprising an elongated slot in a sidewall portion of the sleeve and a transverse pin fixed to the plunger and passing through the elongated slot for limiting plunger travel within the sleeve.

17.(New) In a drum-in-hat park brake assembly for a vehicle having a first brake shoe and a second brake shoe that are respectively retained on a backing plate that is secured to the vehicle, said first brake shoe having a first web with a first engagement end and a second engagement end, said second brake shoe having a second web with a first engagement end and a second engagement end, said first engagement end of each of said first and second webs being aligned with an actuator assembly while said second engagement end of each of said first and second webs is spaced apart by an adjuster mechanism, spring means attached to said first and second webs for urging said first and second webs toward an anchor, the actuator assembly and said adjuster mechanism, said adjuster mechanism including a yieldable member for reducing the space between the second engagement end of each of said first and second webs to limit the braking force to a predetermined maximum, said adjuster mechanism being characterized by a threaded inter-engaged adjuster screw and adjustment nut, a sleeve for receiving in a first end of a limited portion of said adjuster screw, said limited portion of said adjuster screw being determined by said adjustment nut, a plunger having a limited portion received in a second end of said sleeve, a first flange on said second end of said sleeve, a second flange on said plunger that is located intermediate of first and second ends thereof and a yieldable member comprising a load limiting compression spring captive between said sleeve flange and said plunger flange, said limited portion of the plunger being located in said sleeve and acting to define a separation between said sleeve and plunger flanges with said separation being controlled by the degree of compression of the compression spring.

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18. An auxiliary brake assembly for a wheeled vehicle, comprising:

a first braking surface fixed to a stationary portion of the vehicle defined by a pair of brake shoes disposed radially inwardly of a drum;

a second braking surface fixed to a rotatable member of the vehicle that is coupled to and rotates with a vehicle wheel defined by a drum inner surface of a drum-in hat brake rotor;

an operator actuatable brake actuating assembly for selectively forcing the first and second brake surfaces together to retard the rotation of the vehicle wheel, said actuating assembly including a cable controlled actuator for varying a spacing between respective brake shoe first ends;

a brake force limiting mechanism operative upon the brake actuating force reaching a predetermined level to limit any further increase in brake actuating force comprising a first and second braking surface running clearance adjustment mechanism, said brake force limiting mechanism including a braking surface running clearance adjustment mechanism for adjusting the spacing between respective brake shoe second ends, adjustment mechanism comprises a variable length elongated assembly having opposite ends thereof engaging respective brake shoe second ends, a threaded portion for effecting periodic running clearance adjustments, and a normally extended spring biased telescopic portion compressible along an axis upon braking force exceeding a prescribed value to reduce the separation between the brake shoe second ends and thereby limit further increase in brake actuating force, said cable controlled actuator increasing braking force by increasing the spacing between respective brake shoe first ends and the brake force limiting mechanism functions to limit further increase in brake actuating force by effecting a compensating decrease of the spacing between the respective brake shoe second ends

19. A braking force limiting brake adjuster for a wheeled vehicle auxiliary brake assembly comprising a variable length elongated assembly having opposite ends thereof engaging one end of each of two brake shoes, a threaded portion for varying the separation between the assembly opposite ends to

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effect periodic running clearance adjustments, and a spring bias coupling between the assembly ends normally for urging the ends away from one another and yieldable upon a braking force attaining a predetermined maximum to define a compress force that reduces the separation between the ends and thereby minimizes any further increase in braking force, said adjuster being characterized by a threaded inter-engaged adjuster screw and adjustment nut, a sleeve for receiving in one end a limited portion of the adjuster screw the length of the limited portion of the adjuster screw being determined by the adjustment nut, a plunger having a limited portion thereof received in the sleeve other end, a first flange on the sleeve other end, a second flange on the plunger intermediate the ends thereof, said spring bias coupling being defined by a load limiting compression spring captive between the sleeve flange and plunger flange, the length of the limited portion of the plunger that is received in the sleeve being determined by the separation between the flanges, which separation is controlled by the degree of compression of the spring to control said further increase in braking force.

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